## AMENDMENTS TO THE CLAIMS:

**Please amend the claims as follows:**

1. (Currently Amended) A slip control device of a four-wheel-drive vehicle to prevent any slip of wheels by varying the torque transmission distribution to a front wheel side and a rear wheel side via a transfer clutch, and controlling the coupling force of said transfer clutch when the wheels slip, said device comprising:

means for calculating an indicated value to the coupling force of said transfer clutch in a first area in which ~~the~~ a wheel slip quantity is not exceeding a preset value;

means for correcting the indicated value to the coupling force of said transfer clutch in said first area by a correction value according to a tight cornering brake quantity; and

means for calculating the indicated value to the coupling force of said transfer clutch when transferring to a second area in which the wheel slip quantity exceeds the preset value from said first area as a value of the indicated value in said first area added to the indicated value according to the slip quantity in said second area.

2. (Original)The slip control device of a four-wheel-drive vehicle according to Claim 1, wherein said correction value is calculated based on the vehicle speed.

3. (Original) The slip control device of a four-wheel-drive vehicle according to Claim 1, wherein said correction value is calculated based on the vehicle speed and the wheel speed ratio.

4. (Original) The slip control device of a four-wheel-drive vehicle according to Claim 1, wherein said correction value is calculated based on the vehicle speed and the throttle position of an engine.

5. (Original) The slip control device of a four-wheel-drive vehicle according to Claim 1, wherein said correction value is calculated based on the vehicle speed and the steering angle.

6. (Original) The slip control device of a four-wheel-drive vehicle according to Claim 1, wherein said correction value is calculated based on the lateral acceleration and the wheel speed ratio.

7. (Original) The slip control device of a four-wheel-drive vehicle according to Claim 1, wherein said correction value is calculated based on the lateral acceleration and the steering angle.

8. (Original) The slip control device of a four-wheel-drive vehicle according to Claim 1, wherein said correction value is calculated based on the yaw rate and the wheel speed ratio.

9. (Original) The slip control device of a four-wheel-drive vehicle according to Claim 1, wherein said correction value is calculated based on the yaw rate and the steering angle.

10. (New) A method of controlling slip in a vehicle, comprising:

calculating a transfer clutch value in a first area in which a wheel slip quantity is not exceeding a preset value;

correcting the transfer clutch value in said first area by a correction value; and

calculating the transfer clutch value when transferring to a second area in which the wheel slip quantity exceeds the preset value from said first area as a value of the transfer clutch value in said first area added to a transfer clutch value according to the slip quantity in said second area.

11. (New) A slip control device, comprising:

means for calculating a transfer clutch value in a first area in which a wheel slip quantity is not exceeding a preset value;

means for correcting the transfer clutch value in said first area by a correction value; and

means for calculating the transfer clutch value when transferring to a second area in which the wheel slip quantity exceeds the preset value from said first area as a value of the transfer clutch value in said first area added to a transfer clutch value according to the slip quantity in said second area.